

AMENDMENTS TO THE SPECIFICATION

Please amend the specification as follows:

Please insert the following paragraph in-between paragraph [0022] and [0023]:

Figure 14 is a schematic view of a fuel rail system which utilizes at least one crossover tube wherein each of the end fittings incorporates a fluid flow restrictor mounted therein.

Please replace paragraph [0025] with the following replacement paragraph:

[0025] To provide fluid communication for the fuel between the fuel rails 10 and 12, there is a crossover conduit provided by a hose 30. The hose 30 will typically have a structural portion wall thickness between 0.70 and 1.4 mm. The crossover hose 30 structural portion is preferably fabricated from a polymeric plastic material such as ~~Nylon~~TM nylon/ETFE (copolymer of ethylene and tetrafluoroethylene) or other suitable alternatives. The crossover hose 30 has a 0.15 mm ~~Tefzel~~TM barrier layer formed of a fluoropolymer film such as that offered under the trademark TEFZEL® (copolymer of tetrafluoroethylene and ethylene) and an outside fire jacket which is typically formed of a thermoplastic elastomer material such as that offered under the trademark SANTOPRENE® SantopreneTM or EthavinTM other fire resistant material such as the olefin alloy offered under the trademark ETHAVINTM which can be 1.0-4.0 mm thick depending on burn test requirements. The technical specification of the hose will often be Society of Automotive Engineers' J 2045.

Please replace paragraph [0026] with the following replacement paragraph:

[0026] The crossover hose 30 has on its opposite ends female connections 34 to allow the crossover hose 30 to be joined with the fuel rails 10 and 12. The crossover hose, as shown, has a main body with a U shape, having non-flattened legs 36 and 38 which arc continuous with the end connections 24 and 34. The legs 36 and 38 have a generally enlarged diameter with respect to the diameter of the end connections 24, 34. The base of the channel shape

provided by the crossover hose 30 has a generally flattened portion 40. Legs 36 and 38 juxtapose the flattened portion 40 from the end connections 24, 34. The flattened portion 40 has a width 42 which is generally larger than the diameter 44 of the end connections 34. In many instances it will be a 2:1 ratio over the diameter 44. The flattened portion 40 typically has a height 48 which is ~~less~~ greater than the diameter 44 of the end connections 34.

Please replace paragraph [0035] with the following replacement paragraph:

[0035] Referring to Figure 13, 1 fuel rail assembly 407 has fuel rails 410 and 420 which are substantially similar to that of the fuel rails aforescribed. Each of the fuel rails 410 and 420 has a fluid end connection 414 which is joined to a metallic conduit provided by a tube 416. The tube 416 would typically be brazingly connected with the end fitting 414. A fluid flow restrictor 412 is provided within the fitting 414 which is connected with fuel rail 410. A single fluid restrictor 412 may be utilized or fluid restrictors of differing resistance or the same may be utilized in both fittings 414 and the fuel rails 410 and 420 (see Figure 14).